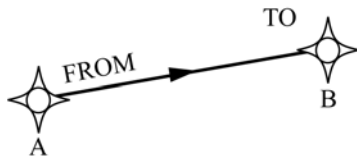


Track to Fix (TF)



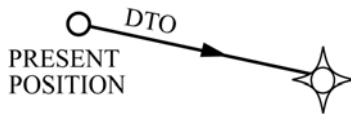
Initial Fix (IF)



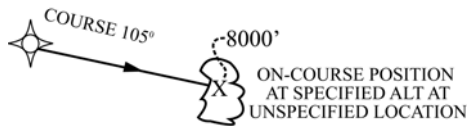
Hold to Fix (HF), Hold to Altitude (HA), Hold to Manual termination (HM)



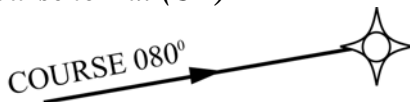
Direct to Fix (DF)



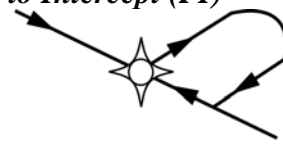
Fix to Altitude (FA)



Course to Fix (CF)



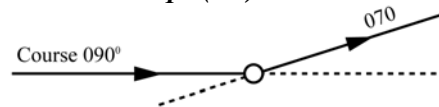
Procedure turn to Intercept (PI)



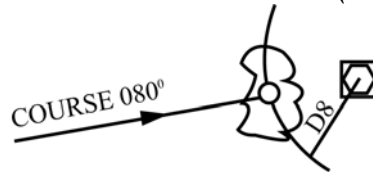
Course to Altitude (CA)



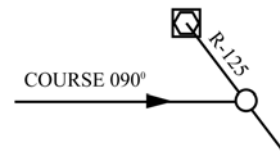
Course to Intercept (CI)



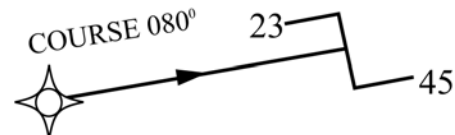
Course to DME termination (CD)



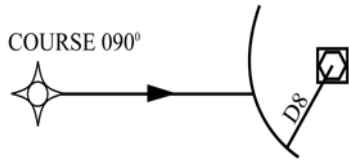
Course to Radial interception (CR)



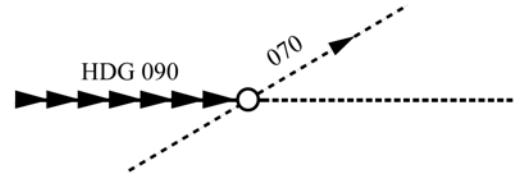
Fix to distance on Course (FC)



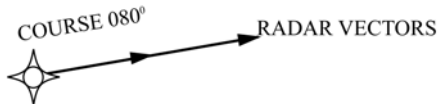
Fix to DME termination (FD)



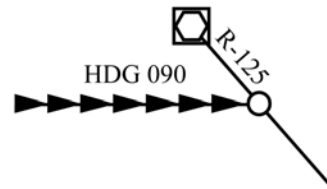
Heading to next leg Intercept (VI)



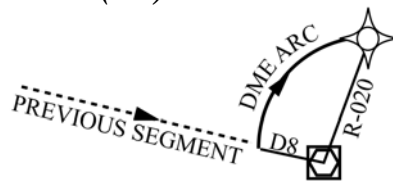
Fix to Manual termination (FM)



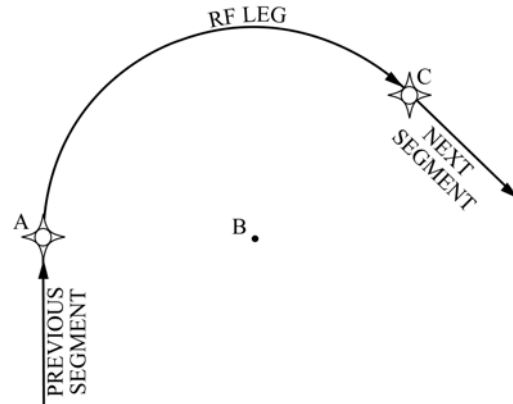
Heading to Radial termination (VR)



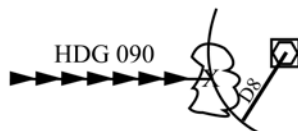
Arc to a Fix (AF)



Radius to a Fix (RF)



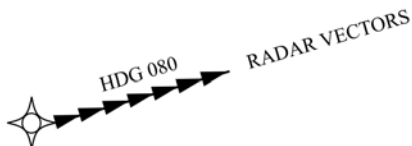
Heading to DME distance (VD)



Heading to Altitude (VA)



Heading to Manual termination (VM)



Certain assumptions are made to accommodate aircraft performance:

- ***speed - 210 K ground speed used to compute distance based upon 3.5 NM per min***
 - ***on course reversal - max distance of 4.3 NM used before turn inbound if no distance or time specified***

- *Max 25 degree bank angle used to compute turn radius*
- *climb rate of 500 feet per NM used in computations*
- *intercept angles - no specified, 30 degrees for intercept of localizer based and 30 - 45 degrees for all others*